

ESTABLISHED A.D. 1841.

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P.O. Box, 35. Telephone No. 12

The Daily Press.

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HONGKONG, 7th JANUARY, 1904

Is the period, now happily past, when
British politicians used to declaim about
their country's "splendid isolation," the
Continental Press did not devote much
attention to the question of the possibility
of Great Britain being counted a power in
European political alliances. The boasted
isolation had the effect of putting Britain
rather in the place of a common foe than in
that of a potential friend, a position which
at one time during the South African War
threatened to embarrass the British Govern-
ment most seriously, and might indeed have
led to terrible complications had the success
of our arms been much longer delayed.
Since then Britain's foreign policy has
materially altered. Not only have we
formed an alliance with Japan in the Far
East, but in Europe closer relations with
France have been cultivated. The latter
act naturally has not escaped the attention
of Russian journalists, who perhaps more
than other Continental publicists at the
present day have taken up the consideration
of the question whether, after all, Britain is
not one of the most important factors in
future European combinations. Moreover,
if we are to believe what we read, in spite
of the bitter hostility of S. Petersburg
journals generally to Great Britain and all
manifestations of British policy, there is a
party in Russia which hopes that Anglo-
Russian reconciliation is not out of the
question. This hope has been expressed of
late in the Port Arthur newspaper *Novy*
Krai, which, as being under the control of
Admiral Alexeeff, would hardly perhaps
be thought to be kindly disposed to the ally
of Japan. Nevertheless, it seems so. And a
spirit of friendliness toward Britain naturally
involves a modification of attitude toward
there—or at least one other nation. One

of the most recent articles in our Port
Arthur contemporary went into a considera-
tion of Germany's Eastern policy, starting
off with the statement that the position of
"splendid isolation," abandoned by Britain,
has been taken by Germany, who sees now
a danger in its turning into one of gloomy
solitude. For this, says the *Novy Krai*,
Germany can ask for no sympathy, for she
has driven away the nations disposed toward
union with her. "It is nobody's secret that
she is very anxious to lead Russia into
"war in the Far East, and that she is alarmed
"at the possibility of a drawing together
"between Russia and England, which she is
"trying by every means to prevent. Russia
"involved in war would leave Germany at
"liberty to accomplish her desires in the
"Near East, while an Anglo-Russian rap-
"prochement would upset her plans com-
"pletely. As no success seemed likely to
"attend her intrigues to bring about a war
"or to prevent the rapprochement, Germany
"tried to secure France's co-operation in the
"Baghdad Railway." It being shown that
Germany absolutely refused to admit other
Powers participating on equal terms in this
railway scheme, "all eyes were opened and
"the whole world to-day is agreed as to the
"nature of German policy, which GIBSON
"BOWLES defined in the English Parlia-
"ment as 'Intrigue in politics, deceit in
"finance'—we do not recognise the exact
"quotation. "The Cabinets of Paris, London,
"and Rome also are equally opposed
"to exclusive German influence on the
"Bosphorus. All the Powers have before
"them to-day the problem of protecting
"themselves, of protecting Turkey and
"Europe against German designs. If a
" Russo-Franco-English triumvirate is form-
"ed, there is no doubt that it will set itself
"the solution of this problem, and then it
"will be all the worse for Germany."

Thus writes the *Novy Krai*, and the point
of view seems to us interesting, as well as
unusual up to now in the Russian Press. It
would require a very profound study of
Central European politics to know what
grounds there are for the opinions advanced.
It seems to us that, as far as Great Britain
is concerned, the position is this. For
many years, and for many reasons, Britain
has been eager to be on the best terms with
Germany; indeed at one time there was no
ally who would have been more popular.
But, in spite of the friendship of individuals,
among whom we may class the Kaiser him-
self (in spite of all indiscretions, telegraphic
or oratorical), the policy of Germany in
recent years has succeeded consistently in
alienating the British nation and has inspired
absolute distrust. Russia, on the other
hand, never appealed to the sympathies
of the British nation. Refusing like
France and Germany to swing the censor
before the Juggernaut (to borrow Dr.
Dillon's expressive phrase in the Decem-
ber *Contemporary Review*), we had, no
alternative but to oppose Russia with all our
power. Nevertheless with Russia, being
an open enemy and not an assumed
friend, reconciliation has never seemed
impossible, could a ground for agreement
be discovered. Lately, as the ally of France,
Russia must still more claim our considera-
tion. But her unceasing aggression in
regions where we are vitally interested, if it
goes on unchecked, precludes any drawing
together. Speaking for ourselves, in spite
of our constant opposition to Russia, we
should be perfectly willing to reciprocate
the wishes of the *Novy Krai*, did we see a
prospect of change in Russia's policy of
unscrupulous greed and of abandonment of
her generally barbarous methods. But do
nations reform thus, save in enormous
periods of time? Did Russia begin to act
up to her professions, we might almost
believe so in her case.

A Pasteur institute has just been started at
Daly.

A Berlin telegram of the 30th ult. says that
the Franco-Siamese conflict is now settled.
Strange that the news is confirmed from no
other source!

Wireless telegraphy between Nagasaki and
Kotung, Formosa, which was under trial by two
engineers of the Japanese Department of
Communications, is reported to have proved
effective.

The Hongkong A.D.C.'s performance of the
comic opera *His Excellency the Governor* is
likely to take place in the second week of
February. Owing to the Theatre being so
much engaged just now, it would be difficult
to have a sufficient number of rehearsals to put it
on before.

We have to acknowledge receipt of a very
useful desk-blotting book and a wall calendar
for 1904 from the Atlas Assurance Company,
of which the local agents are the China Traders'
Insurance Co., Ltd.; a hanging calendar from
the Phoenix Assurance Co., Ltd.; an Anglo-
Chinese Calendar from Messrs. Guedes and Co.,
and a calendar from the King Edward Hotel,
showing views of the interior of that hotel,
all got up in most handy and useful style.

We are asked to remind our readers of the
Subscription Dance that is to be held in the
City Hall on Tuesday evening, the 12th inst.,
in aid of the funds of the Hongkong Nursing
Institution. Tickets, \$5 each, may be obtained
from Messrs. Lane, Crawford & Co., or from
Messrs. Brewer & Co.

In connection with the jin. of tea at Canton
on the 8th January, 1852, some of our readers
point out that jin. has not been unknown at the
Peak. Of course this fact does not interfere
with the Canton record. Perhaps someone
will be able to tell us when the Peak record
was established.

We are pleased to announce that at a meet-
ing of the Society of Arts (London), held on
the 2nd December last, Sir George Birdwood,
K.C.I.E., C.S.I., LL.D., in the chair, Mr.
Alfred Carter, M.C., an. Inst., of the Hong-
kong Sanitary Staff, was elected a member of
the Society (without entrance fee), in apprecia-
tion of his untiring energy in the cause of
sanitation. Mr. Carter holds 21 diplomas and
medals.

Recently there was found on the doorstep of
the *Australian Woman* office in Sydney a tiny
baby wrapped in a shawl. Pinned to its dress
was a letter to the editor from the infant's
mother saying she was unable to support it any
longer and that "as yours is a woman's paper,
I thought someone in your office might keep
him for me until I can look after him again
myself." The baby has been adopted as a
member of the staff. This would seem to open
up great possibilities for Mr. Harmsworth's
new women's paper, the *Daily Mirror*.

The *Ostasiatische Lloyd* publishes the follow-
ing telegram dated Berlin, 30th December:—
"The situation in the Far East has been con-
sidered here, during the last few days, to be a
little more serious, but not desperate. Now
all minds have been made easier by an official
notification by Japan to the German Govern-
ment, according to which Japan has neither
presented to Russia an ultimatum, nor is on
the point of so doing. On the other hand, it is
reported from S. Petersburg that the Russian
Government has expressed great satisfaction
at the conciliatory tone of the last Japanese
declaration. The Russian Press is also now
much quieter. As has been shown by an ex-
change of views between all European Govern-
ments, no one thinks that war is unavoidable."

The London *Outlook*, writing on the Tibetan
question, says:—According to a Laffan telegram
Russia believes that, with Lassa British, our
Empire will be regarded by five hundred
millions of Asiatics as the mightiest Power in the
world. In other words, Russia is able to lift
the matter clear of its immediate commercial
and military issues, and to grasp its bearings on
her quarrel with our ally Japan, and on the
whole struggle for the Far East. Meanwhile,
it is hard to feel convinced that Great Britain
is as fully alive to her chances of an inestimable
gain as Russia is alive to her risk of an irrepara-
ble loss. The Emperor of India is,
and must continue to be, the Great White
Emperor and Lord High Protector of Buddhism,
and the Buddhists in his city must pass into
no other hands. And it is not our fault that
Lassa cannot be left alone.

The fact that Colonel Macdonald ordered
Canadian fur coats (the same that were pur-
chased for the troops in North China in 1900)
for his troops shows that he thoroughly appre-
ciated the rigour of the Tibetan climate. At
the beginning of November 20deg. of frost were
registered at Kamba Jong, and the winter was
then only just setting in. In the expedition of
1888 the Tibetan field force found snow lying
deep on the slopes in the month of March, and
the small garrison of Gantung had afterwards
very trying experiences in the dreary winter
weather. The tableland of Tibet is covered with
snow for several months, and life under canvas
is almost impossible during that period. The
great danger is from pneumonia, which is more
formidable than the muckets of the Tibetan
army, these being only muzzle-loaders, and the
army itself an untrained and unwieldy rabble.
But the native soldiers of the Indian plains, of
which Colonel Macdonald's force mainly consists,
are little accustomed to extreme cold.

Between the legitimate wishes of Hongkong
for the speedy construction of the Canton-
Kowloon Railway, says the *L. and C. Express*
and the difficulties of obtaining the requisite
funds for this and other schemes on the London
market, there has been forthcoming on the
assistance that has been forthcoming on the
part of certain foreign Governments to aid their
nationals in spreading railway lines over China
has not been rendered in the same way by the
British Government. Such assistance has been
fardly rendered hitherto even where, as Lord
Perey reminded us at the China Association
dinner, the British Government has administra-
tive responsibilities. Apparently it has not
yet come to the point when it should stop
there alone. The time would seem to have
arrived when a reconsideration of its attitude
might well be taken into account. That the
several lines to be constructed by British
concessionaires should be speedily put in hand no
one will deny, but the conditions for obtaining
the money in the open market, on behalf of
China, are, to say the least, not favourable. It
would, therefore, seem that the British Govern-
ment might well come to the assistance of the
concessionaires in some form or another. There
is little doubt that some foreign Governments
would only be too pleased to be able to create
further "interests" by these means, which so far
have been quite alien to the British Government.
When the *luffe* for railway concessions was at
its height it was thought that foreigners would
come to London for the money; this has
certainly not been the case.

TELEGRAMS.

"ELLEN RICKMEERS" SAFE.

HONGKONG, 6th January.

ARRIVAL AT HOIHOW.

The *Ellen Rickmers* has arrived here.

[The above news is kindly furnished to us by
the N. D. L. Co. The N. D. L. s.s. *Ellen*
Rickmers, while on a voyage from Bangkok to
Hongkong, with a cargo of rice, went ashore
on the parcels, a dangerous shal situated
some 350 miles or so from Hongkong. The
N. D. L. s.s. *Wankai*, with Mr. Krebs, Hong-
kong superintendent of the N. D. L. Co., on
board, left Hongkong for the wreck on the 1st
inst. The local agents of the N. D. L. under-
stand that the vessel got off with her own steam.
Some cargo, of course, may have had to be
jettisoned.—Ed. D.P.]

REUTERS'S SERVICE.

THE SITUATION IN THE FAR EAST.

LONDON, 4th January.

The departure of the Russian squadron at
Bizerta has been postponed for some days in
consequence of telegraphic instructions.
The Peace Bureau at Berne has drafted a
memorandum in support of the petition of the
Powers calling on them, under the Hague con-
vention, to offer Russia and Japan their ser-
vices with a view to a peaceful settlement of
their difficulties.

LATER.

The Russian reply is either despatched or
about to be despatched. According to various
inspired reports from S. Petersburg it is quite
conciliatory, and, even if it does not concede
everything Japan has asked, it will certainly
pave the way to further negotiations. It is
worthy of note that the Continental Press
always represents the Russian replies as pacific,
and the attitude of Japan as provocative. In
any case the prevalent feeling to-day is peaceful.

CRICKET.

The most important cricket fixtures for the
next few weeks are as follows:

Saturday, 9th January.—A.O.C. v. Civil
Service C.C., League Match. For this game,
which may decide the League championship for
the season, the Cricket Ground has been lent.
So far the Civil Service has drawn one game
and the A.O.C. has lost one, all their other
engagements ending successfully for both.

Saturday, 16th January.—H.K.C.C. v. The
Garrison, return match.

China New Year.—H.K.C.C. v. United
Services, return match. This will be a two
days' fixture.

HONGKONG VOLUNTEER CORPS.

We hear the Hongkong Volunteer
Artillery parade at Headquarters at 2.30 p.m.
on Saturday and march out through the
town to a position on the Jubilee Road, whence
firing from 16-Pr. B.L. and Machine Guns
will be carried out. This is the first
occasion, so far as we know, that
the Corps, since its conversion to Artillery,
has had the opportunity of firing the
16-Pr. guns, and no doubt there will be
a good muster. Much disappointment
was felt at camp in October last, when it was
decided to postpone the practice with these
guns, but everyone will now have the chance of
seeing them in action for himself. Since camp
but little interest has apparently been taken in
"littering," but now that the New Year has
been turned, doubtless more activity will be
displayed. It may not be likely that
England will be embroiled in war just now,
and even if she were, there might not be
much for Volunteers to do here, but it seems
to us that it is the duty of all to know how to
do that little well if their services were required.

FIRE AT CANTON.

News was received in the Colony yesterday
that some matchless at Canton belonging to
Messrs. Butterfield & Swire had been destroyed
by fire. Enquiry at the firm's office elicited
the information that there had been such an
occurrence, though not so serious as at first
reported to be the case. The matchless which
were burned comprised a bungalow and side
houses at Paklihook, about a mile on this side
of Canton, on the back reach, where the firm
are at present engaged in reclaiming the
water-front for the purpose of erecting
godowns. The bungalow is used as a residence
by the officer in charge of the works. It
appears that the fire occurred through an
accident, and that the building mentioned was
completely destroyed. No one was injured.
Damage is covered by insurance. Mr. W.
Nielson left yesterday for the scene of the
fire.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—

On the 6th at 11.55a. The barometer has
risen generally except over the S. Philippines.
The anticyclone which is central over China,
covers also W. Japan and the Loochoos.

Pressure is relatively low to the NE. of
Japan, and over the S. part of the China Sea.
Gradients continue moderate to rather steep
with very strong monsoon along the China
coast and over the N. part of the China Sea.

Forecast:—fresh NE. winds; fair.

FIRE IN QUEEN'S ROAD.

At 3.15 yesterday morning a fire broke out in
the jewelry shop of Chan Cheung Chouk, carried
on under the shop of Son Shing, at No. 88
Queen's Road Central, the whole premises being
entirely gutted and damaged, so far as could be
estimated, done to the extent of \$14,000 dollars.
Besides the jewelry Chan also dealt in miscel-
laneous foreign goods, and these were insured
to the extent of \$12,000, the jewelry not being
insured. As soon as the alarm was sent in to
the Central Police Station, the first thing done
was to telephone to have the water turned on,
so that as soon as the Fire Brigade, under Chief
Inspector Baker, and Mr. Macdonald, engineer
of the Fire Brigade, arrived on the scene, which
they did in a few moments after the alarm was
given, they were enabled to set to work at once
and with the aid of the fire-escape soon had a
stream of water playing on the roof, which was
burning rapidly, and soon after collapsed, and
the whole place was gutted. It was by a miracle
that the fire did not spread to the adjoining
houses, and it is entirely due to the yeoman
service rendered by the Fire Brigade that the
conflagration was confined to the one building.
Had it spread to the next houses, it would have
run like wildfire along the length of terrace, the
houses there being old and easily combustible, and
the damage done would have been enormous.
The more credit is due to the Brigade through
the fact that at the time of the outbreak there
was a breeze blowing, favourable to the spread
of the fire. The cause of the fire is believed to
be due to the carelessness of a coolie who went
to the second story to get some dried meat,
carrying an ignited torch which he dropped,
setting fire to some dry goods stored there. It
is understood that a considerable quantity of
jewelry was saved, as it was packed away in iron
safes and boxes, which were fire-proof.

WARRANT OFFICERS' CLUB.

At the Warrant Officers' Club a very success-
ful smoking concert was held on Tuesday night
under the genial presidency of Mr. Bryant.
There were many good entertainers present,
and the evening passed away all too quickly. Mr.
Bowen sang in his customary good form,
his numbers comprising "The British Lion,"
"Simple Simon," "Queen of the Earth," and
"In Friendship's Name." Among the other
vocalists Mr. Kent made a good appearance
in "I will be there" and "Mulligan's
motor-car." Mr. Bond gave a capital ren-
dering of "For old time's sake" while the
irrepressible Mr. King obliged with his well-
known favourite "The farmer's boy," and
Annie Laurie. Among the others who sus-
tained the programme were Mr. Peak, "Winds
that blow from the South" and "The sen-
tury"; Mr. H. W. Wolfe, "A soldier and
a man," and "The skipper and his boy";
Mr. Presley, "The Campdown Races" (gram-
phone); Mr. Gladwell, "I wonder why";
Mr. Presley, jun. "Uplides"; Mr. Bar-
den, "Think before you speak"; Mr.
Webb, "Kitty Wills" and "The Union Jack";
Mr. Bryant, "An old man's darling"; and
Mr. Dingle, "How do you like London."
Duties of accompaniment were ably undertaken
by Mr. Sheffield. The singing of "God Save
the King," which brought an enjoyable enter-
tainment to a close, took place a few
minutes before midnight arrived so as to allow
the Kowloon contingent to catch the last
ferry.

RICKSHA FARES IN THE NEW TERRITORY.

By a regulation made by the Officer Adminis-
tering the Government in Council under the
authority of the Licensing Consolidation
Ordinance of 1887, the following shall be the
fares for hire of rickshas on the Taiipo Road,
beyond New Kowloon, in the New Territories.
To 4th mile, single, 75 cents; return, \$1.00.
Beyond the 4th to 6th mile, Single, \$1.20
Return, \$1.50
" 6th to 8th mile, Single, 1.75
Return, \$2.00
" 8th to 11th mile, Single, \$2.00
Return, \$2.50

Twenty cents shall be added for each extra
hour, or part of an hour, if the hiker causes
the journey to take more than—

1 hour for the first stage.	
2 hours " " return "	
4 " " " return "	
6 " " " return "	
8 " " " return "	
10 " " " return "	

Fares for journeys beyond the 11th mile to
be a matter of previous arrangement in each
case. The fares here set out to apply to one
ricksha with three coolies from Tsimshatsui.

THE HILL COMPANY.

Wednesday night, at the Theatre Royal, had
been announced as the occasion of a benefit
performance for the members of this Compa-
ny, and a numerous audience assembled to give
them a hearty send-off. Miss Leslie Norman
was in splendid form, and had to respond to
the vociferous and insistent demands for
encores. The comic element of the Compa-
ny, Messrs. Kelly and Nelson, were, as
usual, speedily on good terms with the
audience, Leonard Nelson in particular being
high in popular favour. Kelly instituted an
amusing diversion during the period when
Lazara the conjuror occupied the stage by
putting in some very clever clowning. The
farce *An Evening Party*, in which all the
members of the company participated, was a
great success.

It was announced during the course of the
evening that, owing to the *Gregory Apoor*
not being due to leave for India till Friday,
the Company will give another performance
at the Theatre to-night.

BOXING.

A boxing entertainment took place in the
Theatre last night, under the management of
Mr. Sam Newman. The house was hardly
up to expectations, rival attractions in the
City Hall no doubt keeping some away.
It was about 20 minutes past 9 o'clock when
the first event commenced, Nicholls, of
H.M.S. *Glory*, meeting Berger, of H.M.S. *Tamar*.
Nicholls, the taller and lighter-built man,
soon asserted his superiority, Berger, though
of fine physique for his size, appearing
out of condition. The *Tamar* man lasted, how-
ever, till the fifth round, when he went down and
was practically counted out. Nicholls unfor-
tunately did not hear the referee, ran in, and
struck his opponent again, causing Mr. New-
man to give Berger the decision on a foul. This
was distinctly hard luck for Nicholls. It was
then announced that Newman and Ryan would
not meet, owing to the former's duties as referee
putting him at a disadvantage—a great
disappointment to the spectators. To fill up,
Smith, of H.M.S. *Eclipse*, and Turner, of
H.M.S. *Albion*, came on for 6 rounds, but
Turner, a small boxer who conceded about
two stons, was never in it. Smith played with
his man and put him out in the third round.
An interval was then taken, the time being
10.15.

On resumption, Butler, of the *Sherwood*,
Foresters, met Leighton, of H.M.S. *Albion*, in
a 15-round contest. The soldier, who had the
advantage in height, seemed to tire in
round 4, but recovered. Again in round 9
Leighton nearly had him out. A lucky up-
and-down on the jaw next round made the
sailor queer, but he pulled through and won
a deserved victory on points in round 15.

The description of the remaining events
will appear to-morrow.

ANOTHER SHOW FORTHCOMING.

The sporting public are to have an op-
portunity of witnessing at the City Hall on Sat-
day another boxing tournament, which
without doubt be of goodly character and
promise to be on a grand scale, the boxer
championship of the China Station being the
star bout of the evening. Mickey Lacey, of the
Vengeance, having held the championship of the
Mediterranean Fleet, is matched to meet Larry
Layton, of the *Albion*, who claims equal
honours for the China Station. They
have already met at Yokohama and boxed
good bout, but neither was quite good en-
ough to land the final blow, and there being
difference in style and hard work the re-
sult then decided to give a draw. They
have to go 20 rounds now for championship
honours of the China Station. Both ladies
good condition and fit. The *Ocean* is pre-
sented a man named Cooke, who will meet
Crane, of the *Vengeance*, who will meet
weight for a 10-round go. Dickson, of the
several times shown his ability in
hit well, in the contests held
Stoker Thompson, a welterweight
championship honours, having up-
had an unbeaten record, and having
at Yokohama beaten Gordon of U.S.S. *W*.
is to try conclusions in a 6-round contest with
Ted Smith of the *Eclipse*, who is well known to
be a man of ability and resource. The heavy-
weights are to be introduced in the persons of
Jones, a marine of the *Albion* and Morgan,
a sailor of the *Vengeance*, runner-up of the heavy-
weight championship of the Mediterranean
Station. This contest is billed to go 10 rounds,
and is sure to be a lively and close fight. Ber-
gen, of the *Tamar*, and Byng, of the *Vengeance*,
are to go 6 rounds at catchweight. Bergen
has been before the public at the City Hall before
when he met Blandford of the *Leviath*
Stoker Fox, of the *Vengeance*, is to meet
"Nigger" Tarrant, of the *Eclipse*, 6 rounds
(light-weights). Further, if time allow,
Parker, of the *Ocean*, and Turner, of
Albion, will meet. Terry Armstrong is also
willing to take on either of these two, and
the manager is to be Mr. Kaster, of the new
Victoria Hotel.

SUPREME COURT

Wednesday, 6th January.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WILSON
(POUNCE JUDGE).

CLAIM AGAINST MESSRS. SHEWAN, TOMES & CO.

The *Sun On Wing* firm, 214, Queen's
Road Central, dealers in European goods, su-
Messrs. Shewan, Tomes & Co. for \$25 and
costs, being damages suffered by the plaintiff
by reason of non-delivery of three pieces of
underwear sold by defendants to the plaintiff
as follows:—Loss on the goods bought at
\$17.50 per dozen and sold by the plaintiff at
\$23 per dozen, 30 dozen equal to \$165;
damages paid by the plaintiff to the buyers on
account of non-delivery, \$150; in all \$315, or
\$331.20 including costs. Mr. G. K. Hall
Bruton, solicitor, appeared for the plaintiff,
and Mr. C. Ewens, of Messrs. Ewens and
Harston, for the defendant firm.

It appeared that plaintiffs took delivery of
three cases; when they applied for delivery of
the remaining three, which they had already
sold, they were informed that they were not
yet to hand. For failure to deliver the goods
to the purchasers, plaintiffs paid \$150 in
way of compensation.

After hearing the evidence,
His Lordship gave judgment for
plaintiffs with costs.

Mr. Ewens asked for stay of execution
week with a view to a possible appeal.

His Lordship granted this, and the
adjourned.

POLICE COURT.

Wednesday, 6th January.

BEFORE MR. T. SYKES SMITH (POLICE MAGISTRATE).

TRESPASSING.

Five native servants, 2 houseboys, a cook, a gardener, and a house-colic, unemployed, and of no fixed abode, sought cheap lodgings, and so took up their residence in the quarters of Mr. E. R. Halifax, acting I.S.P., without that gentleman's permission. They were placed before His Worship at the Magistrate's, and having no sort of defence to make they were fined \$5 each, with the alternative of 14 days' imprisonment. They chose the alternative.

THEFT.

Un-Hop and Wong Hing, two coolies, were charged with being in possession of a fowl, valued at 80 cents, reasonably suspected of being stolen property. "It was given to us by an unknown man," said the defendants, but that plea was too old and transparent to appeal to His Worship, who said the first defendant must be fined \$20 or 1 month and 3 hours in the stocks, and the second defendant \$10 or 14 days' imprisonment.

Wong Lai walked into the shop of Fang Wan Chi, and walked out again, carrying with him a basket belonging to the latter to which he had no shadow of a right. He was promptly arrested, and was sentenced yesterday by His Worship to 15 days' hard labour, with 3 hours in the stocks.

ILLICIT OPIUM.

For being in possession of various quantities of opium in excess of the amount permitted by their permits, a number of Chinese, men and women, were fined sums varying from \$5 to \$50, and the opium was confiscated.

UNLAWFUL POSSESSION.

Leung Boi, marine store-keeper, was charged with being in possession of a copper tank which was believed to have been stolen, as well as a brass valve, the former being valued at \$300 and the latter \$50. He had no reasonable defence and was sentenced to six months' hard labour, and three hours in the stocks.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

THEFT OF \$4,000.

Li Chop Chung, a clerk in the employ of Li Chin Chong, merchant, was arraigned on a charge of having stolen the sum of \$4,500 from his master, on the night of the 17th ult.

Mr. H. K. Homes, solicitor, appeared for the defence, Inspector McNabb being in charge of the case. Evidence was given of the arrest of the defendant, and also as to his having a key of the safe from which the money was stolen, which safe stood in the cabinet in which the defendant always slept. The Chinese constable who made the arrest stated that he found the safe open on the morning of the 18th ult., but was not able to clear as to how he closed it, whether he turned the handle and thus shot the bolts. The case was remanded till to-day at 2.30 p.m., for an inspection of the safe, and for the presence of other witnesses for the prosecution as well as on behalf of the defence.

A TRIP FOR HONGKONG RESIDENTS.

THE WEST RIVER.

Considering the unique beauty of the West River, it is surprising that more Hongkong residents do not visit it. Indeed, how many globe-trotters, if it comes to that, ever pursue their researches further inland than the much visited Canton? People, generally speaking, seem to think it is not quite safe beyond the great metropolis; nothing of the sort! The inhabitants of Wuchow are civil, and courteous, and particularly polite to foreigners, making way for them. Wuchow, though only recently having emerged from a period of terrible hardship, when, through scarcity of food, men sold their wives and children, and finally themselves into slavery, is now from all outward appearance in a flourishing condition; the people also seem a happy and contented lot. This season's rice harvest has been a good one, and the cattle-trade is flourishing. Wuchow-fu is of particular interest at the present time, the West River having only been opened to foreign trade in 1897, when the towns of Shamshui and Wuchow were declared treaty ports. The passage from Canton to Wuchow is 220 miles, occupying, by steamer, a bout 30 hours. The scenery is pretty, and a good idea of rustic life in China may be formed from the numerous villages one passes en route. High mountain ranges, gorges, and a thread-like continuation of lakes are encountered one after another, while on the river's banks may be seen a great variety of cultivation. If the Chinese do, in their own way, excel in any particular way, it is in farming; perhaps no one on earth can get more out of the soil than they. One cannot but help remark, however, that if up-to-date machinery were used, facilitating the development of now practically waste patches, the country-people of China would have a much easier time. Among the many species of vegetation raised on the banks of the West River are indigo, tobacco, tea, cassia, hemp, pumpkins, oranges, bananas, bamboo-shoots, and mulberries. A gentleman, who recently paid a visit to Wuchow-fu, in expressing his surprise and delight at the hospitality and genial reception he received there, said that "even the dogs and buffaloes were friendly, not barking or going for you as being a stranger, you might expect." The trip from Canton to Wuchow takes four days if no Sunday intervenes. It can be done comfortably for \$60 for the five days.

JAPAN AND RUSSIA.

In the December number of the *Contemporary Review*, Dr. E. J. Dillon, in his monthly notice of Foreign Affairs, considers the Russo-Japanese question in an interesting fashion. We make a number of extracts below, not necessarily endorsing what the writer says, but because his knowledge of Eastern politics entitles his views to respect. With his conclusion as to the attitude of Britain and the United States we fully concur. On one point of style (or perhaps rather of etiquette) we must quarrel with Mr. Dillon. Why does he use that atrocious abbreviation "Jap"? It is offensive and fit only for the vulgar class of journalism.

THE CAUSES OF ENMITY.

Dr. Dillon begins by stating that the cause of the Russo-Japanese trouble is racial hatred, that the issues are vital, the basis of a good understanding slight, and a sincere spirit of compromise wholly lacking. "And yet, despite the prophecies and even the actual announcement of war, the danger has receded, if not vanished, and hopes of a peaceful settlement are expressed and entertained. But read aught, the fulfilment of these expectations would mark a victory almost as brilliant on the one side and a defeat almost as crushing on the other as if the threatened campaign had taken its course. For whether Japan is worsted in war or in diplomacy, the final result will be essentially the same. The main difference is that in the latter case Russia will have achieved her end without the exorbitant cost in blood and money which hostilities would have involved. In other words, the maintenance of peace will mean a Russian victory, and diplomats on both shores of the Sea of Japan are keenly alive to the fact. For, abstraction made of the rights and wrongs of the quarrel, the salient elements of the problem which will strike the man in the street are the facts that time is Russia's most powerful ally, and that if she would find it an arduous task to crush her rival to-day and an extremely costly matter to try the experiment, the difficulty will have disappeared in a year or two, when a world will accomplish what a fleet and an army might perhaps now find it impossible to effect. Russia's resources are enormous, but they cannot readily be brought to bear upon Japan as yet. A little time, however, will have enabled her to make good this disadvantage. It is manifestly her interest therefore to avoid extremes. For even a settlement agreed upon to-day would at best be only a temporary makeshift—the conflicting interests of the two empires are so many that she will never be at a loss for grounds to make her superiority felt, however precise the terms in which parchment treaties may have been meanwhile drawn up. That is one of the external aspects of the question.

"The cause of the rivalry, which has hardened into enmity, have assumed many shapes, but at bottom they are one insatiable greed of territory on the one side and absolute need of it on the other. Russia, indulging in the territorial expansion which to her is a costly luxury, is actually crippling, and bids fair utterly to crush, insular Japan, whose future is, if anywhere, on the Asiatic mainland. Thus the Mikado's people, who have more than doubled in thirty years, are sorely in want of land for their surplus population and of markets for their industrial output. Both are available at their own door, so to say, and among a race akin to themselves. But Russia, who already occupies far more territory than she can utilize, is not only resolved to take still more, but is unwilling to place any limits to the gratification of her passion for aggrandisement. And the rivalry which has ensued in consequence displays itself in acts which strike the disinterested observer now as comical and now as grotesque. 'Tis on the one hand the Empire of the Tsar is in chronic need of funds, pays for the education of its inhabitants but a mere fraction of the sums expended by European States, and sees every year a large section of its people suffering from the pangs of hunger. Yet it pours out money like water for vast railway lines over steppes, deserts and *baygas*, at home and abroad, opens banks, and goes so far as to force its neighbours, almost at the point of the bayonet, to accept loans of money in order that these neighbours may in time be assimilated in all things to its own people! On the other hand the little Empire of Japan has been painfully passing through the illnesses to which Empires in their infancy are heirs: since 1900 crisis has followed crisis, commerce and industry are in a sickly state, numerous undertakings begun with a flourish of trumpets have vanished in the silence of despair, banks have suspended payment, money can find no profitable investments, and a Government Commission, composed of the Ministers of Finance, the Interior and Justice have had a herculean task to effect a saving of from sixteen to twenty million yens on a budget of about three hundred millions; and yet the Government which is thus hard set to make both ends meet is moving heaven and earth to get railways built in Corea, while a party—and a very influential one—is clamouring to have some four or five hundred million yens spent on war! It is only fair to add, however, that while Russia is paying for luxuries, Japan would be risking her all for her national existence."

WAR WOULD BE RUIN.

An account of Russo-Japanese relations in the past follows, which we may omit. Dr. Dillon sums up the chapter of Japan's forced retrocession after the defeat of China in 1895 with the remark: "That chapter will be entitled by the historian *Vae victoribus* and will assuredly be quoted by other Powers at the close of wars to come." He goes on, a page later:—

"That under these circumstances no love is lost between Jap [sic] and Russia is readily

conceivable. That the grievances of the former, thus heaped like Pelion upon Ossa, are enough to justify a war according to the strictest ethics of modern diplomacy is manifest to the most obtuse. Hence the force of public opinion among the subjects of the Mikado runs in the direction of violence as a means of a living the problem. But the really crucial question lies not in the domain of ethics, but of economics and military affairs. Has Japan any chance of beating Russia on sea or land? Can she bear the strain even of a successful campaign? Can she run the risk of defeat? And it is the obvious answer to these questions which causes her statements to such the volubility of the crowd. I have talked the matter over with some of the most prominent public men of Japan, and their view is that the matter is one of ways and means; the spirit is willing, but the flesh is weak. Thus the Japanese land forces are admirably disciplined, fearless to the point of foolhardiness, and endowed with wonderful staying powers over and above. But their numbers are limited, while those of Russia will give out only when means of transport fail. The Japanese nation is unfortunately as yet only an Empire in miniature. Given another fifty years with a free hand in China, Japan would hold her own against the world. To-day her very existence as a great Power is at stake.

"Japan finds herself fixed between hammer and anvil. Her vital nerve as a Great Power is situated in Corea, the trade of which she literally created after France and England had tried and failed. There she has tens of thousands of hard-working and enterprising subjects who represent vast interests of an industrial character. For Corea is the natural dumping ground for the overflow of population from the southern provinces of the Empire and for the output of their industries. Its strategic importance is also great, so great indeed that if it fell into Russia's hands, Japan will follow Siam in her gradual descent to the level of Burma or Madagascar. Hence this prospect, if it should come within the pale of practical politics, would alone suffice to precipitate war, even though the result were certain to spell ruin. The Japs can brook the occupation of Manchuria, though it is a very bitter pill to swallow; for there is always some hope that a half-opened door here and there may admit cheap wares from the opposite coast of the sea; but with Corea gone, Japan's annals will belong to ancient history. And that Russia having assimilated Manchuria will do likewise to Corea is firmly believed by even Japanese politicians—and by most Europeans as well. The Russians are already working a concession in the province of Kihai-Yan, and in all probability the Tsar's envoy in Seoul will coax or compel the Korean Government into according another concession in Yoo Choo, and if, as is not unlikely, the agreement said to have been made in 1896 is carried out, the entire Yalu Valley will have become as much a Russian province as Manchuria. Hence the trembling of the balances in which the chances of war and peace are being weighed. Among the considerations which militate against a declaration of war by Japan are the want of money, the hopelessness of a single-handed onslaught on Russia, and the utter ruin which defeat would involve.

THE OTHER POWERS.

"In conclusion Dr. Dillon says:—'Between these two evils [i.e. war and Russia's gain by peaceful means] the Japanese Government now stands hesitating like Buridan's ass at an equal distance between two bundles of hay. For them the ideal solution would be to checkmate Russia as she checkmated Japan at Shimonoseki, or confront her with an outbreak in China reinforced by a coalition of States, which should cry "thus far and no farther." But who will join? Germany? As well endeavour to cast out devils by Beelzebub. France? She is Russia's ally. England? Her interests in Corea and Manchuria are not worth a war. The United States? Their Government eschews politics in the Far East and is solicitous only for the commercial kerm of the matter; so long as there is an open door for trade, Russia may annoy and assimilate all China, for aught the Yankees care. And this divergence of the interests of the other Powers is Russia's luck. They are all like twigs which can be broken readily one by one, because there is no cord to bind them. But the wisest of all States, say the Japanese, is the North American Republic, which professes to be content with trade and will let Muscovy call the political tune so long as it pays the piper. As if Russia were fatuous enough to govern the country at her own expense and allow Americans to come in and divert all the milk and honey into Yankee channels! As in Russian domestic policy nationality is one thing with Orthodoxy, so in foreign affairs political possession is synonymous with commercial monopoly. Russia cannot and therefore will not try to compete with foreign peoples on terms of equality. When she has settled comfortably in Manchuria, say the Japanese, those foreign peoples may trade with the provinces who do business on the principle of the merchant who sold machines under cost price and reaped for a profit on the large number taken. Fair play in commercial competition is not to be looked for. If the continued existence of Japan as a first class Asiatic State, a formidable rival to Russia, and a helpful ally of the advocates of the open door, is not worth preserving even at the cost of some sacrifices, and if England and the United States are resolved to keep well within the bounds of diplomacy in protesting against Russia's expansion in the Far East, the most reasonable and, indeed, profitable policy they could follow would be to imitate Germany and swing the scales before the Juggernaut. After all they can console themselves with the reflection

that the lot of the Eastern peoples whom Russia takes under her protection is really bettered by the change, that these races are conscious of the improvement, and that in diplomacy what cannot be cured should not only be endured but accepted with a good grace. So long as Russia has only diplomatic opposition to fear, the protests of all the nations of the earth will not stop her. The future historian will admire the simplicity of her methods and deplore the lack of foresight, consistency and dignity which characterise the attitude of her rivals."

"DUMPING" STEEL.

Mr. Chamberlain sends to the *Times* a letter he has received from Mr. Brailsford, the chairman of the Ebbw Vale Steel Company, which, he says, furnishes a practical answer from one of our greatest experts to the statements of Mr. Asquith and Sir W. Harcourt on the subject of "dumping." These statements were largely based upon an article appearing in a London newspaper of October 29th, and headed "From our own Newport correspondent." His article claims great advantage to both manufacturers (sheet makers and tinplate works) and their workmen from the free import into this country of cheap German steel, and may be taken as expressing the views of the free importers and doubtless of many manufacturers who use steel billets and bars as their raw material. Similar articles have appeared in various London Radical and South Wales papers, and have been, as Mr. Chamberlain points out, largely utilised as material for platform philippics against Mr. Chamberlain and tariff reform.

Mr. Brailsford points out that Radical writers and speakers conveniently assume that the German selling price in this country is a fair commercial price based on the cost of manufacture. "They scrupulously ignore," he proceeds, "the fact that, on the contrary, the German price is fixed by an enormous number of trusts (independently altogether of cost) composed of Belgian and German makers, who in turn constitute a huge 'ring' or 'cartel' to maintain their own home prices, that their home price is enormously higher than their English selling price; that a tariff wall of 30s. per ton secures them in this home price, and their surplus products can be remuneratively sold in England at less than cost; that an elaborate 'pooling' arrangement exists by which all the German makers contribute from their excessive home profits to a common fund from which a tonnage allowance is made for all steel sold abroad at less than cost; that the fact of England's trade being unprotected is at once the cause and object of the 'ring's' creation and the sole reason for its success; and, finally, that it is only a matter of a few more months (it has already continued for over three years) before the English steel makers will be crushed out of existence and the English market will be at the German's mercy. It is manifest that so soon as they have been crushed the German price to the latter will be at once heavily increased."

"The steel trade is not only going—and going rapidly—but a great deal of it has already gone. A newspaper column would hardly be sufficient to record the names and descriptions of those iron and steel-works which have been closed during the last 30 years of one-sided Free Trade in our own district. It is during the last three years that several of the largest of our works, including Tredgar and Blaenavon have had to close down—some for very long periods—some permanently—and of the workmen once employed several have emigrated to America and elsewhere, where they are in active competition with their brothers at home. It is worthy of note that more money is now being spent on the new workhouse than in works development in the Tredgar valley."

SHIPPING NOTES.

WEATHER OUTSIDE.

The weather outside seems to have taken a change for the worse, arrivals from all quarters reporting strong N.E. monsoon.

HONGKONG FIRM HEAVILY FINED.

Seven Chinese stowed away on the steamer *Reichelt* *Maria*, and were apprehended at Manila as they were attempting to make a landing. Colonel H. B. McCoy, acting collector of customs, has decided that the Toyo Kisen Kaisha S.S. Co. must pay a fine of \$2,100. The law imposes a penalty of \$300 for each Chinese secretly landed on Philippine soil.

A DANGER TO NAVIGATION.

Capt. H. W. Kenrick, of the *Tientsin*, sends us the following communication:—At noon on the 24th ultimo, in about Lat. 26 deg. 42' N, 121 deg. 39' 30" E, we passed the nearly submerged hull of, apparently, a large junk, floating bottom up, the keel showing about 2 feet above water. This wreck lies right in the track of vessels proceeding from Tientsin to Japan, and might cause injury to the stem or propeller of a ship hitting it. A fresh gale with high sea was prevailing at the time.

A LESSON FROM HONGKONG.

Plans are under way among several shipping companies at Manila to identify the various companies' berths, as they are identified at Hongkong. The boats will be decked with flags by day and lamps by night, so as to be recognisable in an instant.

CANTON AND SHANGHAI.

Although the Consular Body at Shanghai have withdrawn the declaration of infection as regards Canton, the importation of rags, old paper, clothes containing corpses, earth, and mould, is still prohibited.

INSULAR SHIPPING.

A despatch from Washington announces the introduction of a bill in Congress to extend the coastwise shipping laws of the United States to the Philippines. The application of the local

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shipping laws of the United States to the coast traffic of these islands would mean that no boats, except those having an American registry and built or owned by citizens of the United States, will be eligible to the inter-island trade. They must also be manned by American citizens. The boats operated by the local Philippine companies are not of American registry, nor are they owned by Americans, and the difficulty of securing American sailors for the coastwise vessels is likewise obvious. Filipinos are not citizens of the United States and would be excluded from the inter-island trade, and a special act declaring Filipinos who accepted employment on the insular boats, to be American citizens and no others, would be a ridiculous method of naturalisation. The proposed law may either be repealed, postponed or modified.

LOSS OF A SAILING-SHIP.

A sailing vessel owned by J. L. Myers of Legaspi, Philippines, was lost during a recent storm and probably the native crew, numbering about ten, were drowned. The master, Capt. Govan Dowdy, was picked up by a native proa.

COAST GUARD CUTTER DISABLED.

The Philippine cutter *Mindanao*, a few days ago broke her shaft and lost her propeller a few miles off Santa Cruz. She was towed to Manila by the cutter *Marbato*.

A JOLLY LOT OF TARS.

The rendezvous of the sun-burned sons of the salty sea was the theatre at Manila a few days ago, of gala scenes as clusters of the jolly tars paraded about the wharves, spreading abroad a contagious essence of good cheer, and lavishing upon each other hail-fellow-well-met assurances of loyalty and support. The cause of the marked sociability is the contemplated departure of H.M.S. *Thetis*, which is scheduled to visit the land of the wild men of Borneo and other British possessions thereabouts.—*Manila Times*.

CANTON RIVER SALT-JUNKS.

Junks are kept steadily employed carrying salt up the Canton River. Salt, being a Government monopoly, is allowed to be imported in junks only. The junks run down empty, or in ballast, to the salt-pans on the south coast, where they fill up with salt, which is brought up to Canton. At Canton it is discharged into specially built boats which carry it up into the interior, many of them taking several months on the voyage. In the interior salt is almost a luxury, as there is a duty to be paid at every barrier that it passes in transit. If the Chinese Government did not keep it a monopoly, no doubt a large trade in salt would spring up with Europe.

TOWARDS THE SOUTH POLE.

The s.s. *Scotia* has arrived at Buenos Ayres, Argentina, from her Antarctic expedition. She touched 70d. 25m. S. Lat.

WEST RIVER STEAMERS.

West River steamers are not at all unlike vessels plying on the upper reaches of Sacramento River, Cal. They are large stern-wheel or twin-screw craft, drawing only about 3 ft. 9 in. Electric light is used by them. Accommodation is provided for about ten saloon passengers, and 600 Chinese; the two classes are kept well apart.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrived at Yokohama at 9 a.m. on the 4th inst., and left again at 10 p.m. same day for Kobe, where she was due to arrive at 6 a.m. on the 5th inst. The C.P.R. steamer *Athenian* arrived at Kobe at 8.30 a.m. on the 5th inst., and left again at 8 a.m. on the 6th, via Nagasaki for Shanghai, where she is due to arrive at 5 a.m. on the 10th inst. The Imperial German mail steamer *Prinz Heinrich*, which left here on the 9th ult., arrived at Genoa on the 5th inst., at 3 p.m. The C.N. steamer *Kueiyang*, from Cebu and Iloilo, left Iloilo on the 5th inst., and is due here on the 9th inst. The steamer *Modoc*, from Glasgow and Liverpool, left Singapore on the 5th inst. for this port, and is expected here on the 11th inst.



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Hongkong, 3rd November, 1903. [74]

TO LET.

FINE FRONT OFFICE on Queen's Road
Central; can be occupied at once.
Apply by letter to—
BOX 600,
Care of Daily Press Office.
Hongkong, 14th December, 1903. [78]

TO LET.

NO. 2, "MAGDALEN TERRACE,"
MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong 1st, July, 1903. [72]

TO LET.

NO. 1, RYON TERRACE (in PLATS).
No. 4, RYON TERRACE.
No. 15, WONG-NEI-CHONG ROAD,
facing Race-course.
PLATS in MORETON TERRACE, facing the
Polo Ground.
OFFICES in course of erection, CONNAUGHT
ROAD (near BLAKE PIER).
GODOWNS No. 3A, BLUE BUILDINGS.
GODOWNS, PRAYA EAST.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st December, 1903. [75]

"HARPERVILLE" and Grounds,
No. 33, CONDUIT ROAD, Six rooms,
Tennis Court.
HOUSE in CAINE ROAD in PLATS.
No. 6, ROBINSON ROAD.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
Hongkong, 4th January, 1904. [73]

TO LET.

ON or about 15th February next, HOUSES
in Kowloon at moderate rentals.
Apply to—
HUMPHREYS ESTATE AND
FINANCE CO., LD.
Hongkong, 6th January, 1904. [141]

TO LET.

HOUSE No. 2, QUEEN'S GARDENS as
from 31st December, 1903.
Apply—
Messrs. JARDINE, MATHESON & CO.
Hongkong, 12th December, 1903. [77]

BOARD AND RESIDENCE

"TANG YUEN."
BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine
and Accommodation.
Apply—
MANAGERESS,
Macedonell Road
or
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [71]

TO LET.

PRIVATE BOARD AND RESIDENCE.
14, QUEEN'S ROAD CENTRAL
(Entrance by Zettland Street).
Opposite Messrs. Kelly & Walsh, Bookellers.
Hongkong, 11th July, 1903. [138]

BOARD AND RESIDENCE

M. MATTHEW.
21, CAINE ROAD.
Hongkong, 20th March, 1903. [2626]

BOARD AND RESIDENCE

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

SCIENTIFIC MISCELLANY.

RADIUM'S WORK—A NOVEL DANGER—SEVER-
ING OF A COMET'S TAIL—OXYGEN HEALING
—A STORE OF FOOD FOR SLEEP—ELECTRIC
OSCILLATIONS—PARKS FOR PRESERVING
RARE SPECIES—ELECTRIC MEDICATION.

From what is now known of radium, Dr.
S. G. Tracy reaches these conclusions: The
discovery may make it necessary to change our
theories about matter and the conservation of
energy. Radium may possibly open up the
way for a cheaper and more wholesome lighting
of houses by phosphorescence. It is a practical
agent to differentiate genuine gums from
artificial. It is a useful agent to kill bacteria.
It may be considered a valuable agent for the
treatment of lupus, cancer, tuberculosis; and a
possible agent to improve the eyesight and over-
come blindness. Later discoveries will doubtless
show service in other diseased conditions.

In June, 1886, the waters of Lake Rotomaha-
na, New Zealand, seemed to find their way to
the heated rocks near the surface of the earth in
this locality, when there was a sudden genera-
tion of steam, and the lake was emptied and an
enormous mass of rock was blown out. In
place of the old lake, which was 14 miles long
and 1 mile wide, a much larger one is forming.
It is now 6 miles long, containing ten times the
old volume of water, and may rise many feet
more before finding an outlet. A tremendous
eruption is feared if some shock should bring
this water in contact with molten rocks.

The novel small boat of an Italian design
has a framework of small steel bars, which is
covered with wire netting, and the latter with
ciment. The surface is then polished. The
cost is less than that of a wooden boat, and it is
claimed to have greater speed despite its greater
weight.

From the latest earthquake data, it is inferred
that the crust of the earth is not more than 40
miles thick, and that the nucleus is more
uniform in chemical and physical conditions
than is usually supposed.

An extraordinary change in the tail of
Borely's comet is shown by photographs to
have taken place on 24th July. A section broke
from the head and travelled away at the rate of
29 miles per second in a retrograde direction,
or with an actual repulsion from the sun of 7
miles per second toward the sun. Prof. Bar-
nard suggests that either the outburst from
the head suddenly took a slightly different di-
rection or else the existing tail was forcibly de-
tached by some unknown body, like a swarm of
meteorites. The severed section floated away
in its old path under the sun's repulsion, until
it was dissipated, or its light-emitting power
died away; and meanwhile the new tail was
evolved at a mysteriously increased velocity,
giving the phenomenon of two tails nearly
parallel for some distance.

The oxygen treatment of advanced tuber-
culosis is claimed to cause speedy reduction of
temperature and disappearance of the tubercle
bacilli. The Oxygen Hospital in London
reports 88 cases treated in the past year, of
which 5 were discharged cured and 13 were
greatly relieved, consumption being arrested in
9 cases. Only one patient received no benefit.
One of the cures was that of a 40-year-old of 34
years' standing, the patient having been con-
fined to bed for several years and tried other
treatment in vain.

Nature's curious provision for a long sleep
is shown by two English observers in the
so-called hibernating gland of the hedgehog.
Careful analyses showed that the 40 per cent.
of fat contained in this gland fell to 18 per cent.
during the winter sleep, but that the proteids
were only slightly reduced. It was evident
that life during hibernation is maintained
practically upon fat alone, of which the
hibernating gland is a store for the purpose.

The introduction of paraffin into the tissues
proves to be not entirely harmless. Dr. L.
Hurd of New York, having reported a case
of permanent blindness from three injections
of paraffin to relieve nasal deformity.

The existence of oscillatory electric currents
and discharges is shown in a beautiful way
by A. Winklemann. The apparatus consists of
two vertical vacuum tubes connected by a
cross-tube, the tops of the tubes containing
electrodes, while a crystal of corundum is
mounted on a glass support in the centre of
one bulb and one of selenite in the other.
Cathode rays cause the first-named mineral
to shine with a red light and the other to take
a blue colour. When a current is passed, the
cathode is shown by the shining of the mineral
under it; and both minerals shine out when
the current is oscillating. For showing the
transition from one type of discharge to the
other, the two electrodes are joined to an
influence machine. The discharge is con-
tinuous when the discharging rods are pulled
so far apart that no oscillations take place.

ROWLAND'S KALYDOR FOR THE SKIN

Produces soft, fair, delicate skin, heals all
cutaneous eruptions, and restores a lovely
delicate complexion to all who use it.
2/3, 4/6, of Stores and Chemists.

but both crystals shine out when the rods
are near enough to let sparks pass.

Thoughtful nature-lovers note the rapid
extinction of numerous species of plants as well
as of animals. Prof. Conwits, of Berlin,
mentions the destruction of orchids in
Thuringia, the extermination of rare thistles
on the German coasts, the cleansing of brooks
from aquatic vegetation, and the destruction of
large trees. He urges the setting aside of
districts where the natural features of the
country should be preserved.

Drugs introduced into the affected parts by
electric osmosis from high-frequency alternating
currents have been used in the treatment of
cancer by an English physician, with success in
22 per cent. of cases. He has reached the conclu-
sion that a radio-active salt of strontium so used
would cure a large portion of the cases of all
malignant diseases.

Vitiation of the air by burning gas always
causes a feeling of oppression. Dr. J. S. Hal-
dane shows that this cannot be due to the
increase of carbon dioxide, and he attributes the
effect to sulphur compounds, chiefly sulphur
dioxide.

Best for the Skin and Complexion.

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perspiration, and most refreshing in hot climates.
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HOMeward PASSENGER SEASON.

On and after the 1st January, 1904, commencing
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Shanghai on 12th January, and Hongkong on
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First Saloon	Second Saloon
To London £35	£14
To Marseilles £31	£12
To Brindisi £31	

Return tickets are issued at a fare and a half
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The proposed sailings are:—
Departure from Hongkong Connecting at Colombo
S.S. Coromandel January 16th S.S. Himalaya
S.S. Bengal January 30th S.S. India
S.S. Madras February 13th S.S. Moldavia
S.S. Chusan February 27th S.S. Arcadia
S.S. Bulwarat March 12th S.S. Australia
S.S. Coromandel March 26th S.S. Oceania
S.S. Simla April 9th S.S. Mongolia
S.S. Bengal April 23rd S.S. China
S.S. Malta May 7th S.S. Himalaya
S.S. Chusan May 21st S.S. Marmora
Good accommodation can be arranged, on
booking, in the connecting steamers at Colombo,
which now include the new steamers Moldavia,
Mongolia and Marmora.

INTERMEDIATE STEAMERS.

The revised rates of passage by these steamers
are now: To London 1st Saloon £50, 2nd Saloon
£35.
Return tickets available for 2 years can now
be issued at a fare and a half.

When these steamers call at Marseilles,
tickets can be issued to that port at £45 First
Saloon £33 Second Saloon £12.
E. A. HEWETT,
Superintendent.
Hongkong, 9th December, 1903. [3402]

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TERMS VERY MODERATE

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Hongkong, 21st March, 1903. [623]

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SIEMSEN & CO.

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Hongkong, 9th October, 1903. [283]

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LACQUERED WARE.
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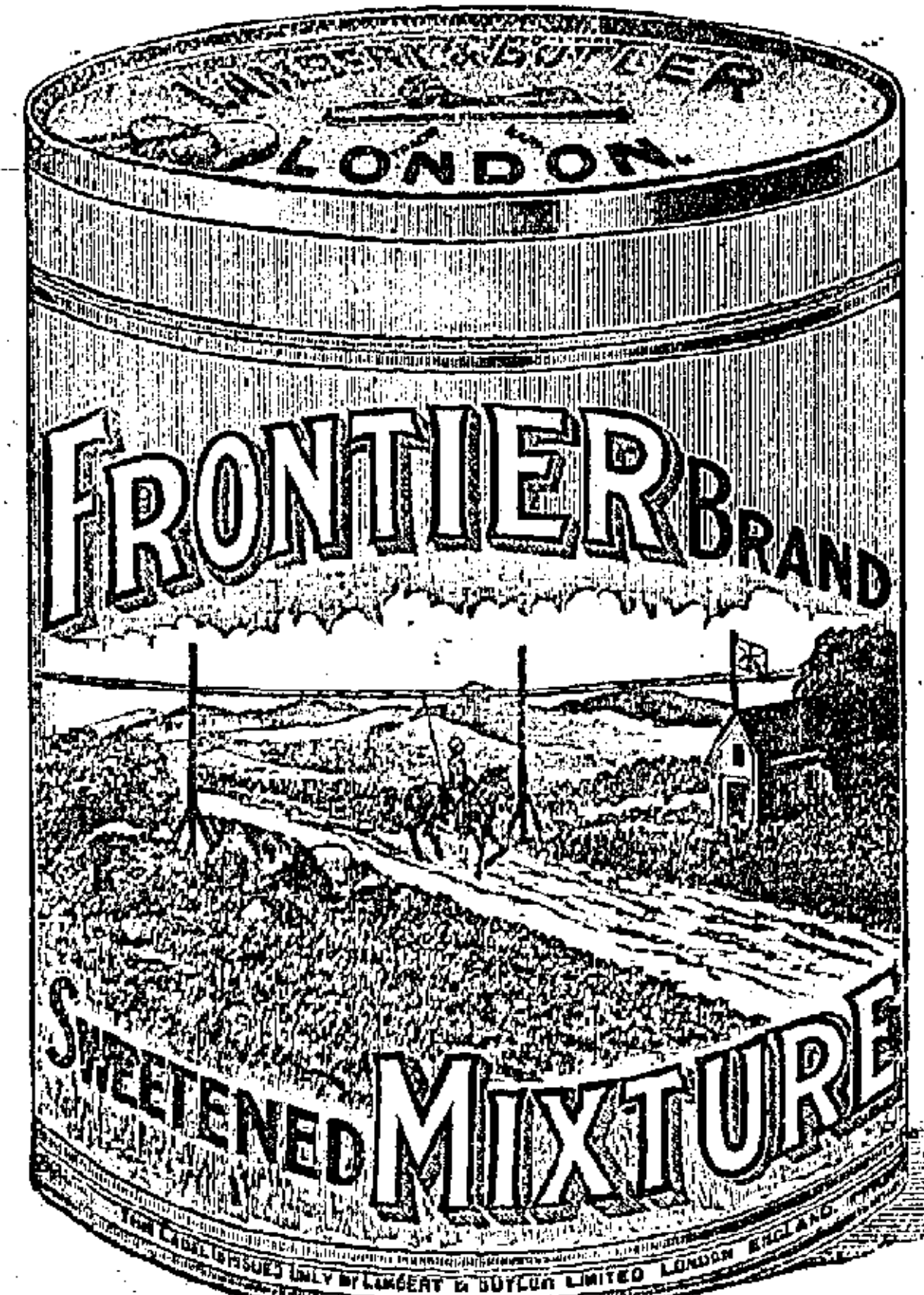
K. UYEMURA, Manager

Hongkong, 4th March, 1903. [240]

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Hongkong, 28th November, 1902. [11]

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Amoy, 3rd December, 1903. [87]

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Steamer	Tons	Captain	Sailing Date
* LYRA	4,417	G. V. Williams	Friday, January 15th
* OLYMPIA	2,837	A. Dixon	Thursday, February 11th
* SHAWMUT	3,606	W. M. Smith	Friday, February 19th
* TACOMA	2,812	M. Ridley	Friday, February 26th
* VICTORIA	3,502	J. Trubridge	Wednesday, March 10th
* TREMONT	3,606	T. W. Garlick	Friday, March 25th

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VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	GLENFARG	Brit. str.	Holman	McGREGOR BROS. & GOW	9th inst.
LONDON, &c. via PORTS OF CALL	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	16th inst., at Noon
LONDON & ANTWERP	NESTOR	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	2nd Feb.
LONDON & ANTWERP	KINTUCK	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	18th Feb.
LONDON & ANTWERP	MOYUNE	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	1st Mar.
LIVERPOOL, with T.M.E.T. at Singapore	YANGTZE	Jap. str.	J. W. Wale	NIPPON YUSEN KAISHA	9th inst., D'light
MARSEILLES, LONDON &c. v. SPORE, &c.	TAMBA MARU	Brit. str.	Girard	MESSAGERIES MARITIMES	12th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	DANDANUS	Brit. str.	Girard	MESSAGERIES MARITIMES	19th inst.
MARSEILLES, LONDON & ANTWERP	ANNES	Brit. str.	Girard	MESSAGERIES MARITIMES	23rd inst., D'light
MARSEILLES, LONDON &c. v. SPORE, &c.	SANDUKI MARU	Jap. str.	W. Townsend	NIPPON YUSEN KAISHA	20th inst., at Noon
BREMEN, via PORTS OF CALL	RAVEN	Ger. str.	Formes	HAMBURG-AMERIKA LINIE	10th inst.
HAVRE & HAMBURG	AMERICA	Ger. str.	Duckstein	SHEWAN, TOMES & CO.	About 11th inst.
HAVRE, LONDON, ANTWERP & HAMBURG	DENBIGHSHIRE	Brit. str.	W. A. Evans	HAMBURG-AMERIKA LINIE	30th inst.
HAVRE & HAMBURG	WURZBURG	Ger. str.	V. Buzze	HAMBURG-AMERIKA LINIE	6th Feb.
HAVRE & HAMBURG	ALBION	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE	13th Feb.
GENOA, MARSEILLES & LIVERPOOL	SITHONIA	Ger. str.	Mitschall	HAMBURG-AMERIKA LINIE	20th inst.
ROTTERDAM & HAMBURG	BAMBERG	Ger. str.	Mitschall	HAMBURG-AMERIKA LINIE	27th inst.
TRIESTE, &c. via SINGAPORE, &c.	SAVOIA	Ger. str.	Deinat	HAMBURG-AMERIKA LINIE	14th inst., P.M.
NEW YORK, via PORTS & SUEZ CANAL	VINDOBONA	Rus. str.	Cobol	BRADLEY & CO. LD.	About 15th inst.
VANCOUVER, via SHANGHAI, &c.	SIKH	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	13th inst.
VANCOUVER, via SHANGHAI, &c.	R. OF CHINA	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	27th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	ATLANTIC	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	12th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	ROJUN MARU	Jap. str.	F. L. Pyne	NIPPON YUSEN KAISHA	15th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	LYRA	Brit. str.	M. J. Thruow	DODWELL & CO., LIMITED	24th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	PIGUEURY	Brit. str.	M. J. Thruow	NIPPON YUSEN KAISHA	26th inst., at 4 P.M.
PORTLAND, OREGON	LYRA	Brit. str.	M. J. Thruow	NIPPON YUSEN KAISHA	28th inst.
AUSTRALIAN PORTS	INDRAVELLI	Brit. str.	R. P. Carver	PORTLAND & ASIATIC CO.	13th inst., at Noon
AUSTRALIAN PORTS	NIKKO MARU	Jap. str.	McArthur	NIPPON YUSEN KAISHA	22nd inst.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	E. W. Haswell	BUTTERFIELD & SWIRE	About 11th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	PALMA	Ger. str.	G. W. Cockman	HAMBURG-AMERIKA LINIE	9th inst., at Noon
KOBE, NAGASAKI & VLADIVOSTOK	KAMAKURA M.	Jap. str.	Deinat	NIPPON YUSEN KAISHA	15th inst., D'light
KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	H. Peterson	NIPPON YUSEN KAISHA	21st inst., at Noon
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	T. Murai	NIPPON YUSEN KAISHA	27th inst., at Noon
NAGASAKI, KOBE & YOKOHAMA	P. VALDEMAR	Dan. str.	C. H. Butler	MELCHERS & CO.	Quick despatch.
DALY & PORT ARTHUR	SACHSEN	Ger. str.	Kook	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	WHIMPORA	Aus. str.	B. Thruow	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	M. VALERIE	Aus. str.	Charbonnel	SHEWAN, TOMES & CO.	About 12th inst.
SHANGHAI, KOBE & YOKOHAMA	E. SIMONS	Brit. str.	O. L. Daniel	MESSAGERIES MARITIMES	About 16th inst.
SHANGHAI	SHAOCHING	Brit. str.	I. Goto	BUTTERFIELD & SWIRE	9th inst., at 4 P.M.
POOCHOW, via SWATOW & AMOY	ANPIN MARU	Jap. str.	T. Ogata	OSAKA SHOSEN KAISHA	15th inst.
TAMU, via SWATOW & AMOY	DAIICHI MARU	Jap. str.	T. Ogata	OSAKA SHOSEN KAISHA	15th inst.
ANPIN, via SWATOW & AMOY	HAIZOON	Brit. str.	Gibson	OSAKA SHOSEN KAISHA	To-morrow, 10 A.M.
SWATOW	HAICHING	Brit. str.	Passmore	DOUGLAS LAMPAIK & CO.	9th inst., at Noon
SWATOW, AMOY & POOCHOW	RUBLI	Brit. str.	R. W. Almond	DOUGLAS LAMPAIK & CO.	9th inst., 10 A.M.
MANILA DIRECT	ROSETTA MARU	Jap. str.	H. S. Smith	TOYO KISEN KAISHA	9th inst., 11 A.M.
MANILA	ZAP RO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	16th inst.
MANILA DIRECT	TAIYUAN	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 28th inst.
MANILA	SHAWMUT	Brit. str.	H. W. Kourick	P. & O. S. N. Co.	To-day, at Noon
SINGAPORE & BOMBAY	TIENTSIN	Brit. str.	J. G. Offent	DAVID SASSOON & CO., LD.	To-morrow, 3 P.M.
SINGAPORE & BOMBAY	G. APCAR	Brit. str.	Maganzini	CARLOWITZ & CO.	12th inst., at Noon
BOMBAY, via SINGAPORE & PENANG	ISCHIA	Ital. str.	K. Kori	NIPPON YUSEN KAISHA	26th inst., at Noon
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA M.	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	26th inst., at Noon

"SHIRE" LINE.

FOR HAVRE, LONDON, ANTWERP
AND HAMBURG.THE Company's Steamship
"DENBIGHSHIRE,"
Captain W. A. Evans, will be despatched for the above ports on or about MONDAY, the 11th January, to be followed by the steamship "RADNORSHIRE."
These steamers have superior accommodation for passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents,
Hongkong, 6th January, 1904.NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino United Companies.)STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also YENICE and TRIESTE, all MEDITERRANEAN, ADEIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALGERIA and MALAGA.

THE Steamship
"ISCHIA,"
Captain Maganzini, will be despatched as above on TUESDAY, the 12th January, at Noon.At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents,
Hongkong, 30th December, 1903.THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANYSTEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEIATIC, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.Through Bills of Lading issued for
BATAVIA, PENANG, GULF, CONTINENTAL,
AMERICAN and SOUTH AFRICAN PORTS.THE Steamship
"COROMANDEL,"
Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this office for Bombay, etc., on SATURDAY, the 16th JANUARY, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 5th January, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M., on SUNDAYS, TUES-
DAYS and THURSDAYS, and return to
Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.J. TREVOUX & CO.,
No. 123, Connaught Road Central,
Hongkong, 30th Dec., 1903.NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

TAMBA MARU MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID SATURDAY, 9th Jan., at DAYLIGHT.

ROJUN MARU VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA TUESDAY, 12th Jan., at 4 P.M.

KAMAKURA MARU KOBE and YOKOHAMA FRIDAY, 15th Jan., at DAYLIGHT.

BOMBAY MARU KOBE and YOKOHAMA THURSDAY, 21st Jan., at NOON.

NIKKO MARU SYDNEY, MELBOURNE and ADELAIDE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE FRIDAY, 22nd Jan., at 4 P.M.

SANDUKI MARU MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID SATURDAY, 23rd Jan., at DAYLIGHT.

KAGOSHIMA MARU BOMBAY, via SINGAPORE and COLOMBO TUESDAY, 26th Jan., at NOON.

IYO MARU VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA TUESDAY, 26th Jan., at 4 P.M.

KUMANO MARU NAGASAKI, KOBE & YOKOHAMA WEDNESDAY, 27th Jan., at NOON.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings First Floor, Chater Road.

A. S. MIHARA, Manager.

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IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEIATIC, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALLVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON to Land Passengers and LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. SAILING DATES.

BAYERN WEDNESDAY 20th January

SACHSEN WEDNESDAY 3rd February

GERA WEDNESDAY 17th February

SEYDLITZ WEDNESDAY 2nd March

ROON WEDNESDAY 16th March

PREUSSEN WEDNESDAY 30th March

* HAMBURG WEDNESDAY 13th April

* PRINZ HEINRICH WEDNESDAY 27th April

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 20th day of JANUARY, 1904, at Noon, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain Formes, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 18th January, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 19th January, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 19th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

HONGKONG, 7th January, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
via PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).PROPOSED SAILINGS FROM HONGKONG.
1903.
"SIKH" 15th Jan.
"SAGAMI" 29th Jan.
"AFRIDI" 9th Feb.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents,
Hongkong, 4th January, 1904.

[1125]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'S fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPS PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

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SHIPPING.

ARRIVALS.

Jan. 5, D.C. Kelly, British str., 2,125, J. White, Westport (N.Z.) via Newmarket (N.S.W.) 11th Dec. Cais.—DODWELL & CO., LD.

Jan. 5, MARIE VALERIE, Austrian str., 2,643, P. Berberovich, Singapore 30th December. General.—SANDER, WIEBER & CO.

Jan. 6, ANDRE RICKMERS, German str., 1,021, H. Kohn, Bangkok 29th December, Rice.—ARMOLD, KARBURG & CO.

Jan. 6, ALBERTON APAR, British str., 2,931, E. Fay, Calcutta 19th Dec. and Singapore 30th Dec. General.—D. SASSOON & CO., LD.

Jan. 6, CHUEN, Chinese str., 1,211, Chas. Stewart, Shanghai 3rd Jan. General.—CHUEN.

Jan. 6, HYERMANN LERCHE, Russian str., 1,871, Dakhilov, Vladivostok 30th Dec. Ballast.—BRADLEY & CO.

Jan. 6, Ischia, Italian str., 2,748, Maganzini, Danto, Singapore 29th Dec. General.—CARLOWITZ & CO.

Jan. 6, KIRKLAND, British str., 1,990, Bright, Chinkiang 1st Jan. General.—BUTTERFIELD & SWIRE.

Jan. 6, LARSEN, German str., 1,235, Th. Lehmann, Shanghai 3rd January, General.—SHEWAN, TOMES & CO.

Jan. 6, TIENTSIN, British str., 2,553, H. W. Kourick, B.R.R., Moji 1st Jan. General.—BUTTERFIELD & SWIRE.

Jan. 6, THIRAN, Dutch str., 1,056, Zwart, Batavia 15th Dec. and Meussar 28th Dec. General.—HOLLAND-CHINA TRADING CO.

Jan. 6, WILLIAMSON, U.S. gunboat, 1,397, Harris, Singapore 5th January.

CLEARANCES.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND HUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.	
GLASGOW and LIVERPOOL	"KINTUCK"	On 14th January.	
GLASGOW and LIVERPOOL	"PINGSUEY"	On 22nd January.	
GLASGOW and LIVERPOOL	"MOYUNE"	On 28th January.	
GLASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.	

OUTWARDS.

FOR	STEAMERS	TO	DATE
MARSHALLS, LONDON and	"DARDANUS"	On 9th January.	
ANTWERP			
MARSHALLS, LONDON and	"YANGTSE"	On 10th January.	
ANTWERP			
LIVERPOOL, with TRAN-	"YANGTSE"	On 19th January.	
SHIPMENTS SINGAPORE			
LONDON and ANTWERP	"NESTOR"	On 2nd February.	
GENOA, MARSHALLS and	"KEEMUN"	On 15th February.	
LIVERPOOL			
LONDON and ANTWERP	"KINTUCK"	On 18th February.	
LONDON and ANTWERP	"MOYUNE"	On 1st March.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
MARSHALLS, LONDON and	"DARDANUS"	On 9th January.	
ANTWERP			
MARSHALLS, LONDON and	"YANGTSE"	On 10th January.	
ANTWERP			
LIVERPOOL, with TRAN-	"YANGTSE"	On 19th January.	
SHIPMENTS SINGAPORE			
LONDON and ANTWERP	"NESTOR"	On 2nd February.	
GENOA, MARSHALLS and	"KEEMUN"	On 15th February.	
LIVERPOOL			
LONDON and ANTWERP	"KINTUCK"	On 18th February.	
LONDON and ANTWERP	"MOYUNE"	On 1st March.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and	"PINGSUEY"	On 24th January.	
all PACIFIC COAST PORTS, via			
NAGASAKI, KOBE & YOKOHAMA			

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th January, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"WHAMPOA"	On 7th Jan. 4 P.M.	
NINGPO and SHANGHAI	"SHAHOING"	On 9th Jan. 4 P.M.	
MANILA	"TAIYUAN"	On 23rd January.	

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND
AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th January, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND
SEA OF JAPAN, MOBI, KOBE AND YOKOHAMA FOR
OPERATING IN
OREGON RAILROAD & NAVIGATION CO.

STEAMERS	TONS	CAPTAIN	TO	DATE
"ANDRAVELL"	4,899	R. P. Craven	January	25, 1904
"ANDRAVELL"	4,899	A. E. Hollingsworth	February	13, 1904
"ANDRAVELL"	5,197	W. E. Craven	March	15, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 29th December, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, GOSFORD, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
SAVOIA	ROTTERDAM and HAMBURG	On 10th Jan. Freight & Passengers.
Capt. Kirchner	(Calling at Singapore and Colombo)	
AMBRIA	HAVRE and HAMBURG	On 15th Jan. Freight.
Capt. Duckstein	(Calling at Singapore and Colombo)	
WURZBURG	HAVRE, BREMEN and HAMBURG	On 30th Jan. Freight & Passengers.
Capt. Binner	(Calling at Singapore and Penang)	
ALBIA	HAVRE and HAMBURG	On 6th Feb. Freight.
Capt. Schindler	(Calling at Singapore and Colombo)	
SIBHONIA	HAVRE and HAMBURG	On 23rd Feb. Freight.
Capt. Hildebrandt	(Calling at Singapore and Penang)	
BAMBERG	HAVRE and HAMBURG	On 8th Mar. Freight.
Capt. Miltzoff	(Calling at Singapore and Colombo)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

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OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, via SWATOW	"DAIJIN MARU"	TUESDAY, 12th
AND AMOY		January.
TAMSUI, via SWATOW	"DATSI MARU"	SUNDAY, 17th
AND AMOY		January.
FOOCHOW, via SWATOW	"ANPING MARU"	SUNDAY, 19th
AND AMOY		January.
ANPING, via SWATOW	"MAIDZURU MARU"	FRIDAY, 15th
AND AMOY		January.

The Co.'s new Steamers are specially designed for the coast trade of South China and
Formosa, and are fitted with all modern improvements. Excellent accommodation is provided
for first class passengers, and a duly qualified doctor is carried.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze
River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's
steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Vaux Road Central.

Hongkong, 6th January, 1904.

T. ARIMA, Manager

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FOR KOBE, NAGASAKI AND
VLADIVOSTOCK.

THE Steamship

"STOLBERG"
Captain Deinat, will be despatched for the above
ports on SATURDAY, the 9th inst., at NOON.
This Steamer has superior accommodation for
First and Second Class Passengers and carries
a Doctor and a Stewardess.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 4th January, 1904. [93]

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS"
Captain Charbonnel, will be despatched for the
above ports on or about TUESDAY, the 12th
inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 6th January, 1904. [92]

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
CALCUTTA, BOMBAY, ADEN,
DUBOULI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th January, 1904,
at 1 P.M., the Company's Steamship
"ANYAM," Captain Girard, with Mails,
Passengers, Specie and Cargo, will leave this
Port for MARSEILLES via Ports of Call,
WITHOUT TRANSSHIPMENT.
This Steamer connects at COLOMBO with
the Australia line s.s. "Caledonia," bound for
MARSEILLES via BOMBAY and ADEN.
Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on Monday, the 11th January. Specie and
Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.
G. DE CHAMPEAUX,
Agent.

Hongkong, 1st January, 1904. [94]

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamship

"AUSTRALIAN"
Captain McArthur, will be despatched for the
above ports on WEDNESDAY, the 13th
January, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A Stewardess and a duly qualified surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 26th December, 1903. [91]



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, RAN-
GOON, COLOMBO, ADEN, SUEZ and
PORT SAID.

(Taking Cargo at through rates to the BRAZIL,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"VINDOBONA"
Captain Cabel, will be despatched as above on
THURSDAY, the 14th January, P.M.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 22nd December, 1903. [95]

THE EAST ASIATIC COMPANY, LIMITED.

FOR DALNY AND PORT ARTHUR.

THE Danish Steamer

"PRINS VALDEMAR"
Captain Koch, will be ready to load on or about
the 6th inst.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 5th January, 1904. [96]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week
days, at 8.30 A.M.; from Macao week days
at about 2 P.M. and Sundays about 7.30 P.M.
FARE—(week days) 1st Class including cabin
and servants \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.

On Excursion Tickets 1st, 2nd, and 3rd Class
Single Ticket \$2. Return Ticket \$3. Return
Ticket including Tiffin and Dinner either on
board or at Macao Hotel \$5. On Sundays \$5
extra will be charged for each Cabin which has
accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip Every
Sunday, and takes only 3 1/2 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903. [97]

NOTICES TO CONSIGNEES.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, AND KOBE.

CARGO on the above Steamer having arrived,
at Kobe per "Hongkong Maru," Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
and to take immediate delivery of their Goods
from alongside the latter steamer.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.
DODWELL & CO., LD.,
Agents.
Hongkong, 2nd January, 1904. [98]

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA"

Captain J. M. Williams, having arrived from
the above port. Consignees of Cargo are hereby
notified that their Goods are being landed
into their risk into the Godowns of the Vachal
Storing Company at Vachal, where they are
being stored at Consignees' risk and expense.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 13th inst. will be subject
to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on a date to be hereafter appointed.
Consignees of cargo will please note that
before delivery can be obtained they must sign
the General Average Bond which is lying at
the Office of the undersigned.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
General Agents,
American Asiatic S. S. Co.
Hongkong, 5th January, 1904. [148]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.
This Vessel brings on Cargo—
From London, &c., ex s.s. *Britannia*.
From Australia, &c., ex s.s. *Admiral*.
From Calcutta, &c., ex s.s. *Palawan*.
From Persian Gulf, &c., ex s.s. *B. I. S. N.*
and B. & P. S. N. Co.'s steamers.
From Aden, &c., ex s.s. *Nizam*.
Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M. To-day, the 2nd inst.
Goods not cleared by the 8th inst., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
dows for examination by the Consignee's and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 2nd January, 1904. [99]

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVI- GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"NESTOR"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 4th inst.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival,
to be left in the Godowns, where they will be
examined at 11 A.M. on the 11th inst.
No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 11th inst. will
be subject to rent.
All Claims against the Steamer must be
presented to the undersigned on or before the
13th inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th January, 1904. [100]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXIA"
Captain Schöndorf, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
To-day, the 4th inst.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 11th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 11th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 4th January, 1904. [124]

YING KEE, REFRESHMENT CONTRACTOR and CATERER.

Ball Suppers, Dance Suppers, Picnics, Lun-
cheons, and At Homes Catered for.
Culinary, Crickery, and Table Laid on hire.
For Terms, apply to— YING KEE,
(First Floor) 50, Des Vaux Road Central.
Hongkong, 12th December, 1903. 3434

INTIMATIONS

DAVID CORSAK & SON'S
MERCHANT NAVY
NAVY BOILED
ONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sundays
excepted to receive and deliver perishable goods.
Wm. PARLANE, Manager.
Hongkong, 18th November, 1901. [57]

FOREIGN AND COLONIAL STAMP DEALERS.

No. 55, PEEL STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Also prepared to purchase used Postage
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. 331

QUAN WAI & CO., GRANITE MERCHANT CONTRACTORS.

Dealers in
MARBLE and GRANITE
MONUMENTS.

No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application.
All descriptions of Granite for Export.
Hongkong, 17th October, 1899. 204

PURE FRESH WATER

THE HONGKONG STEAM WATER-
BOAT CO., LTD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.

J. W. KEW,
Manager,
1st Floor, 37, Connaught Road.
Hongkong, 13th June, 1903. [345]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I. A.B.C. Scotts' and Engineering Co.
Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 89
Width of Entrance on Bottom... 57
Water on Blocks at Spring Tide... 20 1/2

DOCK No. 2 (at MUKAIJIMA).

Extreme Length... 371 feet.
Length on Blocks... 350
Width of Entrance on Top... 55
Width of Entrance on Bottom... 55
Water on Blocks at Spring Tide... 22 1/2

PATENT SLIP (at KOSUGI).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANS,
READY AT SHORT NOTICE. 167

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.
ANHEUSER-BUSCH BREWING
ASSOCIATION, ST. LOUIS.

MARTIN'S APOL'STEEL PILLS

This Beer is brewed of best Saazer Hops and
finest Barley Malt only, and warranted not to
contain chemicals in any form.
The Beer is sterilized after being bottled, and
full mature age insures its fine condition in any
climate. Refreshingly bright, seductively spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1903. [211]

MARTIN'S APOL'STEEL PILLS

This is a French Remedy (Dr. J. B. Martin's) for the cure of
Ladies' ailments, and is

